

Four action plans (continued from inside)

Two other scenarios are addressed in the plan. Occasionally there are incidents on the viaduct such as collisions, medical emergencies, fires, etc. that severely impact the flow of traffic. Though relatively brief in duration, the city will take actions to keep traffic moving.

Because the viaduct and Seawall have been damaged by earthquakes, there are weight restrictions on the viaduct. It is possible that further weight and access restrictions could be placed on the viaduct.

Scenario 3

This scenario is used when a major traffic incident closes the viaduct for two to six hours in one, or both directions. The following is a summary of immediate actions.

- 1. Direct traffic away from the incident
- 2. Post officers at identified priority locations
- 3. Assess situation and modify plan if needed
- 4. Deliver prepared messages to media
- 5. Implement appropriate signal timing plan
- 6. Monitor conditions

Scenario 4

This scenario would be used should further weight and access restrictions be placed on the viaduct. Below is a summary of actions.

- 1. Advise police and fire
- 2. Notify METRO to use alternate routes as defined in Detour Routing Plan
- 3. Contact affected constituencies about heavy vehicle detour routes
- 4. Post signs at appropriate locations to advise affected traffic of restrictions and detour routes.



For more information about the viaduct’s emergency plan:

- Visit:**
- www.seattle.gov/transportation/viaductemergencyclosure.htm
- Contact:**
- Dawn Schellenberg, Seattle Department of Transportation 206-684-5189—dawn.schellenberg@seattle.gov
 - Joy Carpine, Washington State Department of Transportation 206-464-1186—carpinj@wsdot.wa.gov

In the event of an emergency:

Tune into Seattle’s Emergency Alert System: KIRO 710 AM

Americans with Disabilities Act & Title VI information

Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting Molly Edmonds at 206-267-3841 / EdmondM@wsdot.wa.gov. Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

Title VI: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT’s Title VI Program, you may contact the Department’s Title VI Coordinator at (360) 705-7098.

Alaskan Way Viaduct
Emergency Traffic Management and Closure Plan



Immediate Priorities:

- Preserve lives
- Maintain safety
- Restore services

Executive Summary
Summer 2005

In an emergency, we have an action plan.

Working closely with local, regional and state organizations, the Seattle Department of Transportation (SDOT) and the Washington State Department of Transportation (WSDOT) have updated the emergency plan for the Alaskan Way Viaduct. Step-by-step actions are identified for a range of scenarios from a full failure of the viaduct to a short-term traffic collision closure, including:

- Prioritized actions for clearing streets for emergency response and access
- Plan to intercept and reroute local and regional traffic
- An established transit detour plan
- A downtown traffic management plan
- Notification agreements and communication protocols

The plan focuses on detours for four scenarios:

- 1 Alaskan Way Viaduct and the Seawall are unusable and surface Alaskan Way is closed.
- 2 Alaskan Way Viaduct is closed to all traffic. Surface Alaskan Way remains open.
- 3 Alaskan Way Viaduct is shut down due to a traffic incident, and is expected to be re-opened within two to six hours. The Alaskan Way surface street remains open for all traffic.
- 4 Alaskan Way Viaduct is damaged and usable, but not for trucks or transit; surface Alaskan Way remains open.

While we can prepare for a number of scenarios, we cannot replace the capacity of the viaduct. In the event of an emergency shutdown, congestion will occur. The plan details how we can act quickly and decisively to minimize confusion, provide options for travelers and maximize use of the City’s remaining transportation system. To read the Emergency Traffic Management and Closure Plan in its entirety, visit www.seattle.gov/transportation/viaductemergencyclosure.htm.



Coming together to respond quickly

Interagency coordination is critical. Following an event closing the viaduct, Emergency Operations Centers are activated. Police and fire departments manage the initial life safety response, with SDOT and WSDOT assisting. WSDOT leads the inspection of the viaduct and collaborates with SDOT on the decision to reopen it.

In an emergency, SDOT and WSDOT coordinate with the following organizations:

- King County Metro Transit
- Port of Seattle
- Seattle City Light
- Seattle Fire Department
- Seattle Police Department
- Seattle Public Utilities
- United States Coast Guard

Informing the public

In an emergency, the agencies will ensure the public understands what has happened, what is open, what is closed and what is being done. Key tools will be used to inform the public including:

- Media
- Signs
- Community Notification System (reverse 911)
- Highway Advisory Radio
- Business Emergency Network
- Internet, hotlines, faxes

The following map illustrates action plans for Scenarios One and Two. In both of these scenarios the viaduct is closed. In Scenario One, Alaskan Way surface street is also shut down. Detours have been chosen for a variety of factors, including their connectivity to SR 99, the number of travel lanes, and their ability to accommodate large trucks and transit. These are not the only routes available for use. However, for continuity and to guide unfamiliar motorists, these detours will be signed and marked. Scenarios three and four are described on page four.

Note: If Alaskan Way surface street is open vehicles will be allowed to use it, including freight and transit. If the street is not usable, I-5 becomes the main detour route for freight.

